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YUCCA MOUNTAIN SCOPING MEETING  
PUBLIC COMMENTS

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

Taken at the Goldfield Community Center

Highway 95

Goldfield, Nevada

On Tuesday, May 4, 2004

At 3:53 p.m.

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science, in the name of getting the project completed as soon as possible.

In this instance, DOE has, among other things, ignored the National Environment Policy Agency requirements for this proposed railroad. Also DOE needs to examine the dangers of moving 77,000 metric tons of radioactive waste, not just on the proposed railroad corridor, but throughout the country as well.

Accident estimates range from anywhere from 90 to 950 accidents, according to Citizens Group of Nevada. The railroad could be subject to terrorist attack. First responders to the attack would be hours away from preventing the spread of radioactive contamination.

We have very little confidence that the same agency who recently announced that they cannot find a missing spent rods from Vermont Yankee Nuclear Power Plant can guarantee our safety with this massive project.

Even if the movement and storage of the radioactive waste could be accomplished safely, the nuclear industry will only continue to produce more. Where will it go.

Perhaps we should consider the position of the German government they have recently

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MS. SWEENEY: My name is Janine Sweeney, I am an attorney.

MR. KIMBALL: One of the things I love about these projects is taking great minds, using them for the purpose of making things that are nuclear, hence, things radioactive; hence, things deadly. I am sure a bright person like you and your talents could be put to much better use. I have a written statement.

(OFF THE RECORD.)

MR. KIMBALL: Anyway, my name is Don Kimball. I am a resident of Las Vegas, Nevada. I am here today as representative of the Sierra Club, Southern Nevada Group, Nuclear Issues Chair.

Sierra Club would like to voice their opposition to the proposed railroad corridor that would bring radioactive waste to Yucca Mountain.

As the DOE has done with the project itself, the agency has ignored the objections of the citizens of Nevada to this ill conceived and dangerous project. It has instead proceeded to ram this multi billion dollar boondoggle down the throat of the State of Nevada.

While the DOE has tried to fast track this rail corridor, they have, as with the Yucca Mountain project itself, ignored proper procedure and good

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taken, a new policy, and begun to see nuclear power plants for what they really are, extremely expensive dangerous dinosaurs, whose time has come to be shut down before another Chernobyl rears its ugly head and destroys more lives, contaminates more land and devastates another economy.

Finally, DOE needs to prove with action and not words that they are not a rogue agency accountable only to corporate interests.

Listen to the people of Nevada when we say, enough; we don't want the rail corridor or your poison at Yucca Mountain.

I am submitting your written copy for the record. Thank you. I have been through this all before. I am very jaded. Despite signs and everything, it's in one ear, out the other. You are an attorney. I am sure you know you have to take these statements. You know if I have a chance to stop it, I will. Where were you back in May of 2004? So that's it. Appreciate your time.

MS. SWEENEY: Thank you for coming.

(OFF THE RECORD. RETURN AT 03:59 P.M.)

MS. SWEENEY: I am Jan Sweeney with the Department of Energy. We thought as a courtesy there should be somebody from the Department to hear your

1 (Pages 1 to 4)

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1 comments.

2 MR. TAYLOR: I believe your name is on some  
3 of the documents. Is it Judith?

4 MS. SWEENEY: No, that's Robin Sweeney.

5 MR. TAYLOR: Gerald Baughman is the person  
6 I am making the statement on his behalf.

7 Mr. Baughman owns a exploration  
8 company called, Nevada Eagle Resources, Incorporated that  
9 has a mining property in Northern Nye County, called, the  
10 Golden Arrow Mining Project.

11 The proposed railroad corridor would  
12 run to the west of this mining property, which is  
13 currently under development, and is expected to go into  
14 production in late 2007. Mr. Baughman's concern is that  
15 the road access from the west toward the property, it  
16 will traverse the rail corridor being maintained with  
17 unrestricted access, so that mining can be carried out,  
18 exploration and mining can be carried out, both during  
19 construction and after the rail corridor is in use. We  
20 have prepared a statement, and we have maps and related  
21 material, and we would like to have them included in part  
22 of the public presentation to be considered when the rail  
23 corridor is determined.

24 MS. SWEENEY: Would you identify yourself  
25 for the record?

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1 MS. SWEENEY: Off the record.  
2 (OFF THE RECORD.)

3 MR. TAYLOR: Presentation, Golden Arrow  
4 project, access across proposed rail corridor in Northern  
5 Nye County, Nevada.

6 This is to request an unrestricted  
7 access be provided across the proposed Nevada rail  
8 corridor between the Golden Arrow mining project lying to  
9 the east of the proposed corridor and the principle state  
10 and county roads lying to the west of the proposed  
11 corridor.

12 Normal grade level road rail  
13 crossings where the proposed rail line intersects two  
14 main unpaved roads in the area would provide adequate and  
15 inexpensive permanent access, not only for the Golden  
16 Arrow project, but also for all other ranching and mining  
17 activities in that part of Nye County.

18 The Golden Arrow mining project is  
19 located approximately 39 miles east of Tonopah, Nevada,  
20 within sections 15 to 17, 20 to 22, 27 to 29, and 33 to  
21 34 of township two, north; range 48 east with central  
22 geographic coordinates, 39 degrees, 59 minutes north  
23 latitude by 116 degrees, 39 minutes west latitude.

24 MR. BAUGHMAN: You said, 39. It says, 37.

25 MR. TAYLOR: Pardon me, 16 degrees, 37

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1 MR. TAYLOR: Certainly, Mack Taylor.

2 MR. BAUGHMAN: There are risks here, and  
3 this is not where you are projected, and we thought you  
4 could keep it as far to the west as possible. It will  
5 have less impact on our property. These are the roads  
6 here that will be used to access the property off the  
7 main road.

8 MS. SWEENEY: Off the record.  
9 (OFF THE RECORD.)

10 MR. TAYLOR: We have a concern that the ore  
11 body of the Golden Arrow project extend into the  
12 southeast half of section 21, which has been withdrawn  
13 for consideration as part of the rail route.

14 We wish to continue our mineral  
15 exploration farther to the northwest in section 21 and to  
16 be mine additional ore that is developed in that section.  
17 We would like to have direct input and feedback from the  
18 Bureau of Land Management concerning our ability to  
19 continue to explore the mine in that area, even though  
20 part of it is on the east edge of the ground, which is  
21 routed for the rail route, proposed rail route.

22 MR. BAUGHMAN: Maybe we should write on  
23 here, too, what this is.

24 MR. TAYLOR: Certainly. We want to  
25 identify it.

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1 degrees west longitude. The property has been under  
2 active but intermittent exploration by several mining  
3 ventures since 1981. In 2003, the project began a plan  
4 development phase of work presently scheduled toward  
5 initiation of production, near the end of 2007.

6 In full production the mine is  
7 expected to produce 7,000 to 9,000 tons of ore per day,  
8 all or nearly all of which will be processed on site.  
9 The attached maps show the location of the Golden Arrow  
10 project, the existing roads, and the land sections  
11 proposed to be withdrawn for the rail corridor.

12 If the proposed rail line is  
13 constructed, the existing roads may have to be moved to  
14 accommodate the rail line. However, it is important that  
15 unrestricted passage be maintained at the Golden Arrow  
16 mine site to the east of the proposed rare rail corridors  
17 and the county west roads on the proposed site, both  
18 during and subsequent to the construction of the  
19 railroad.

20 The normal traffic using the road  
21 rail crossings would be primarily passenger vehicles and  
22 service trucks weighing up to eight tons. When a mine is  
23 active, some 60 to 90 vehicles per day may cross the  
24 proposed rail corridor during construction periods,  
25 vehicles with trailers, hauling construction aggregate,

2 (Pages 5 to 8)

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1 may also use the crossings.

2 These trailers when fully loaded  
3 weigh between 28 and 26 tons. Individual pieces of  
4 equipment weighing up to 80 tons a piece, may on occasion  
5 have to be transported into the mine.

6 These loads would have to be brought  
7 to the site over federal and state highways and would  
8 therefore have to meet the load and footprint  
9 requirements of the respective Department of  
10 Transportation with normal permitted variance.

11 As the matter of continuum  
12 unrestricted access across the proposed rail corridor  
13 between Golden Arrow mine site and County and State roads  
14 is critical to the development project in the late  
15 operation of the mine, we would appreciate being kept  
16 regularly informed about the planning of the proposed  
17 rail corridor.

18 We would also like to maintain direct  
19 input concerning road crossings of the proposed rail line  
20 and matters related thereto.

21 Sincerely, Gerald W. Baughman, Nevada  
22 Eagle Resources, LLC [REDACTED]  
23 [REDACTED]. Thank you.

24 MS. SWEENEY: We have it in the record  
25 twice, one written and one transcribed.

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1 that?

2 (OFF THE RECORD. RETURNED AT 4:26 P.M.)

3 MR. VILJOEN: Ben Viljoen. I am Chairman  
4 of the Esmerelda Commissioners. Everybody gets my name  
5 wrong. It's been Esmerelda's County's opinions since day  
6 one that if the Yucca Mountain is approved, that the  
7 safest route is by rail.

8 We want to see -- back up a little  
9 bit. All the rural counties are dying on the vine.  
10 Mineral County is bankrupt. Esmerelda is in sad shape.  
11 Most of them are on the verge of bankruptcy. Having a  
12 freight line through the rurals here would enrich our  
13 natural resources, industrial, minerals, that sort of  
14 thing, we want to see, regardless that it's in full use.

15 Next thing on the wish list is you  
16 propose going east of Goldfield with the county line out  
17 here. It's actually here, County line, you guys are  
18 preparing to be coming through the highlighted areas with  
19 the proposed routes. This being Goldfield.

20 The problem with that is, number one,  
21 this train out here is absolutely wicked. Plus we have a  
22 world class mineralized zone, hydrothermal zone, with  
23 only three like it in the world. We hate to see it tied  
24 up. We don't know what's out there.

25 Fifty, a hundred years from now, it

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1 MR. TAYLOR: Sorry to take up your time.

2 MS. SWEENEY: That's what we are here for,  
3 sir.

4 THE COMMENTOR: Off the record.  
5 (OFF THE RECORD. RETURNED AT 4:22 PM.)

6 MS. SOLLINGER: Nancy Sollinger,  
7 S-O-L-L-I-N-G-E-R. Physical address I will give you,

8 [REDACTED]  
9 [REDACTED] Legal address is [REDACTED]  
10 [REDACTED] zip code [REDACTED] My concerns, as I would like you  
11 to know, I should say, I reviewed the map for the first  
12 time today.

13 But I would like to make sure that  
14 the railroad does not affect my access to my land, and  
15 this will have emergency road accesses so that I can in a  
16 emergency get out a different way.

17 Right now, I have the gravel road  
18 maintained by the County. Now there is a back way you  
19 can get out if you have to, if the road's useable or not  
20 will be largely dependent upon how big the railroad is  
21 fenced or not, the place of the tracks. That's my big  
22 concern. That's it in a nutshell:

23 People riding the railroad, will they  
24 be jumping off like hobos and the like, and what kind of  
25 rules and what sort of thing will we be doing to prevent

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1 may be of use. Plus, in here where you have proposed  
2 routes, the reason you have that is there is a discovery  
3 in the Tom Keen (phonetic) mine, which will be a good  
4 producer in the near future. We are preparing to move  
5 it.

6 I am using the map produced by  
7 Metallic Ventures. I have worked with them for months  
8 getting the grades right so we can submit it to your  
9 people. You are the railroad people. We are the mining  
10 people.

11 (OFF THE RECORD.)

12 MR. VILJOEN: What they did is swing it out  
13 and around. We want to pull it to the Wells, four miles  
14 to the old TGI right-of-way. What that will do is make  
15 Goldfield from the greedy side the halfway point between  
16 Caliente and Yucca Mountain. So it can be a good staging  
17 area, repair area, railroad cars, locomotives, changing  
18 through.

19 Then another thing is we can offer  
20 and have a hard time -- I know. I am not trying to bribe  
21 you, but I have met with the contractors that work the  
22 area. They said one big concern they had is they want  
23 water five miles along the way. We can provide that in  
24 the entirety with the County wells, Goldfield water  
25 system. Over in here, you have no water.

3 (Pages 9 to 12)

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1 Esmerelda County or the town of  
 2 Tonopah can provide water for the whole distance, and  
 3 then the County can work with you on your work maps,  
 4 where you put bunk houses, that sort of thing. Work it  
 5 out that way.  
 6 There are in our studies, trying to  
 7 rebuild the TG, not related to Yucca Mountain, I met with  
 8 the commander of the base at Hawthorne, the munitions  
 9 dump. They took over the section of rail to Hawthorne,  
 10 from Southern Pacific. They had it mandated by the  
 11 Pentagon. They had to ship a hundred ordinates out there  
 12 a day, at the drop of the hat. 3:00 in the morning they  
 13 will be in route.  
 14 They bought that whole rail spur from  
 15 Southern Pacific, ripped up the rail because it was too  
 16 lightweight, re-did the road and put heavier gauge rail  
 17 down that cost them \$400,000 dollar a mile and \$600,000 a  
 18 mile, where they put in -- (unintelligible).  
 19 You guys, your contractors are saying  
 20 this will cost million and a half a mile and moreso, by  
 21 going this little extra distance through this huge  
 22 drainage, it's fairly level, and hit this old railroad  
 23 bed which you guys have drawn on, it's going to save you  
 24 a huge amount of money then you are going to be breaking  
 25 up the cost with mining companies, Southern Pacific,

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1 whoever.  
 2 Those are my notes here. From our  
 3 point of view, what we are after is warehousing.  
 4 Another thing, back to the right of  
 5 way sufficient proposed at this point, say, mile wide  
 6 right of way from the studies. You have to decide where  
 7 the rail line is going to be.  
 8 It's my understanding it's going to  
 9 be 200 feet wide. Since this area is in such a mineral  
 10 rich environment, we would like to see a bottom height of  
 11 right of way in the highway departments and towns you can  
 12 mind from underground up from within fifty feet of the  
 13 surface instead of a hundred feet wide all the way to  
 14 China, whatever your engineers come up with as a  
 15 legitimate stress, and mining can take it from there.  
 16 It's a long Christmas list.  
 17 So anyway, basically, you have the  
 18 support of Esmerelda County with the railroad, the  
 19 highway hallage (sic) rail, if it's dual use, and you can  
 20 realign it, it's going to be a God-send to the whole  
 21 area, and we will help in any way we can. I know there  
 22 is other ways for us to help out, but until they come  
 23 along, we are putting the offer on the table.  
 24 What we have done here, first thing  
 25 our engineers said was, any railroad cannot maintain a 2

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1 percent grade, what we have done, this is a vague map.  
 2 We have people going out there, staying up grounds or  
 3 lands or anything we don't. This is vague.  
 4 On the maps we will send you, we have  
 5 taken it way to the west of town to gain altitude and  
 6 come in about where the town water tank is. Go out.  
 7 Look up on the hillside. That's the only place it will  
 8 be visible from town. Then the mountain range, the wall  
 9 piece, there are mountains not easy to see from town, but  
 10 they stick out from the cliffs a little.  
 11 The grade would go behind those  
 12 hills, off to the south of town and cross 95. That will  
 13 give you 2 percent grade, and like I said, more accurate  
 14 perhaps than any route. I might add that Metallic  
 15 Ventures comes to mind. I work with them quite a bit,  
 16 and a number of other miners are working in the area. So  
 17 the DIS are already done. You are trading horseshoes,  
 18 for horseshoes, by switching from one to the other.  
 19 I ask you to look at the possibility.  
 20 Is there anything else? Off the record.  
 21 MS. SWEENEY: Off the record.  
 22 (OFF THE RECORD. RETURN AT 4:37 P.M.)  
 23 MS. UHALDE: My name is Gracian Uhalde. I  
 24 am going to get within 40 miles of this. I don't want to  
 25 see it. I want to go on the record as saying that. You

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1 will receive my comments at a later date.  
 2 (OFF THE RECORD. RETURN AT 4:39 P.M.)  
 3 MS. UHALDE: We were downwinders. We have  
 4 association with the DOE, formally Atomic Energy, since  
 5 '58, no one came, talked to us, said a thing. We would  
 6 have to tell them every week where the calves were. Then  
 7 we get this thing. We hear nothing, absolutely nothing.  
 8 We found out and read it on the federal registry.  
 9 Like I say, we been associated with  
 10 the Atomic Energy and the DOE since 1950.  
 11 (OFF THE RECORD. RETURN AT 05:14 P.M.)  
 12 MR. YOLST: Department of Energy charges  
 13 fees, which makes -- I am Ed YOLST, Y-O-L-S-T-  
 14 [REDACTED] If we look at a map, we see that the  
 15 size of Nevada is diminished by the pre-existing size of  
 16 resident Shoshone Nation, and it is the treaty of Wippi  
 17 Valley (phonetic) 1863 one, year before Nevada became a  
 18 state. Original jurisdiction is through the existing  
 19 Western Shoshone Nation.  
 20 Terms of the condition of the treaty  
 21 describe one railway and ranches and does not describe  
 22 radioactive railway, and the treaty proscribes uses for  
 23 ranching, farming, communities, as required, and does not  
 24 provide easement for the poisoning of the land or the  
 25 endangerment of the people.

4 (Pages 13 to 16)

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1 There was discussion from the  
2 Presidency of 60 billion dollars to any state who would  
3 accept the nuclear waste. Why was that offer not made to  
4 the people of the State, and let the people decide on the  
5 just compensation factor?

6 Terms and conditions of the treaty  
7 are in full force and effect. It's a treaty of peace and  
8 friendship. Yet, we have several foreign jurisdictions,  
9 United States, State of Nevada, federal agencies such as,  
10 BLM, dictating the terms and conditions contrary to the  
11 terms of the treaty.

12 To my knowledge, no one is authorized  
13 to change the terms and conditions of the treaty except  
14 the parties in interest, all of the parties in interest  
15 providing their consent, and in this instance, in this  
16 treaty, the people are also a named party in interest  
17 because peace and partnership shall be established  
18 between the people and the government of the United  
19 States.

20 So just compensation arrangements  
21 must be made prior to the taking of the previous private  
22 uses, ranching, County stuff, and this is according also  
23 to the Nevada Constitution, that if any private property  
24 shall be taken, arrangement prior to the taking shall be  
25 made for payment. Prior arrangement for payment shall be

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1 made.

2 This has never occurred. Joe Felini  
3 (phonetic) is a rancher who lost to DOE control of half  
4 of his property. BLM moved him and 6,000 head to another  
5 portion of Nye County. Then it was over grazed, not  
6 because of Joe Felini, or neglect of the rancher.

7 The BLM forced and mandated the over  
8 grazing. The BLM punished Joe Felini for poor grazing  
9 habits at that time. This is from when the Test Site was  
10 open.

11 How was the Test Site formed? It was  
12 done through DOE. DOE received the easement from the  
13 Bureau of Land Management. This is where you have a  
14 destruction of land, which is not part of the treaty.  
15 The DOE needs to go, and the DOE needs to go to the  
16 Western Shoshone Nation and take easements, not through  
17 the BLM, because they are the title holders.  
18 BLM holds no title. This is the  
19 Secretary for the Western Shoshone Nation. Raymond Dowel  
20 (phonetic) is right there too. There needs to be just  
21 compensation. I have a transcript from USDA Forest  
22 Service admitting that they destroyed the right of way  
23 without prior notice on a road open for more than 150  
24 years.

25 So, if we are dependent on your

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1 authority of the USDA and BLM, Hector Filio, you are  
2 dealing with a law breaker. So we need to see prior  
3 arrangement for just compensation to the Western Shoshone  
4 Nation, the men and women living in the individual  
5 counties, the affected ranchers, such as Ben Culvin, Joe  
6 Felini, and others, along the route of travel.

7 One thing that is not clear to me is  
8 that the proposed route for travel for the railway, the  
9 radioactive railway, seems to be longer than is needed.  
10 Why isn't the shortest distance between points utilized?  
11 You have to dig tunnels where you are. You have the  
12 proposed route now, you have to tunnel it.

13 So then, the containment factors,  
14 there is an attempt by other individuals within DOE  
15 attempting to lighten or reduce container requirements,  
16 not only on the railway but on the regular routes for  
17 travel, those highways, if it's submitted by DOE and  
18 there was a meeting, a hearing here in Goldfield, a  
19 couple years ago, that plutonium crystals large enough to  
20 cause harm were laying loose right on the ground,  
21 accessible by anybody.

22 So we do not view history of DOE as  
23 trustworthy. I just found out today that, as far as the  
24 Desert Research Institute, who does nuclear monitoring?  
25 I found out today they have access to the weather for the

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1 entire state for comparative values, but they do not have  
2 access to radioactive comparisons for the rest of the  
3 State, only the area surrounding the testing portions of  
4 Utah, Tonopah, no comparative data, statements.

5 The monitoring system is not  
6 sufficient as it stands today, and this is since the day  
7 of the plow sharing. These are safety matters that are  
8 yet to be addressed by DOE your doing, for example, well  
9 contamination was reported here in Goldfield by the DOE  
10 official that well contamination in the Test Site exists  
11 at every known well within the test site area.

12 When asked, gee, is there any  
13 contamination of the well water outside the test site,  
14 the answer is, we have not measured any well sources  
15 outside of the Test Site area.

16 I later find out, as the  
17 contamination spreads, the boundaries of the Test Site  
18 are expanded. So we have a partial reporting of what has  
19 occurred. We do not have a completely informed County  
20 Commissioners from the several counties because the  
21 information provided to the public and the general public  
22 is not complete.

23 This needs to be addressed, directed,  
24 and corrected before any further contamination or railway  
25 or other route of travel occurs. I would like to receive

5 (Pages 17 to 20)

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1 by mail a copy of the transcript and proposed route P.O.  
 2 Box 60, Tonopah, Nevada, 89049.  
 3 (OFF THE RECORD. RETURN AT 05:25 P.M.)  
 4 MR. KIRBY: My name is William C. Kirby,  
 5 County Commissioner, Esmerelda County [REDACTED] I  
 6 heard about this public meetings and the commissioner  
 7 meetings, and the Tri-county Commission, and I would like  
 8 to receive information comments on how the western route  
 9 would intersect with old railroad beds that could connect  
 10 with national railroad grids, open huge ore bodies to  
 11 commercial development, dovetail in with a 7500 foot  
 12 airport, industrial and residential complex, using up to  
 13 four sections of BLM land northeast of Goldfield, run  
 14 parallel to a major four lane highway envisioned for the  
 15 future cost less to build with less terrain impediments.  
 16 In the next phase, Phase II, dual  
 17 use, this concept includes dual use and spurs to restore  
 18 Goldfield and Tonopah, making easy access to Fish Lake  
 19 Valley for rock hounding, trout fishing, hunting, off  
 20 road vehicle use, prospecting, camping, hiking and other  
 21 recreational activities.  
 22 Good planning and cooperation will  
 23 benefit the DOE, national and local economy. A map with  
 24 a black line giving the Western route is attached. We  
 25 think the people doing it weren't specific. I am an

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1 outdoors person. Bill, the other County Commissioner in  
 2 the other open meetings, he is the whiz, not me.  
 3 I am just the accountant. I am one  
 4 of the guys that sharpens the pencils, gets the bottom  
 5 line. So I will turn this in and put it in the in the  
 6 box. Thank you.  
 7 (OFF THE RECORD. RETURN AT 05:28 P.M.)  
 8 MR. GILLUM: R.J. Gillum, Esmerelda  
 9 Vice-chairman County Commissioner, District 1 [REDACTED]  
 10 [REDACTED]  
 11 As Commissioner of Esmerelda County,  
 12 until the railroad is secure and the railroad is in  
 13 operation, I am quite sure in time there will be a need  
 14 to monitor existing loads. Now, of all hazardous  
 15 materials that travel the highways in Esmerelda, Nye  
 16 Counties into Nevada, these loads need to be monitored.  
 17 DOE has an opportunity here to set up  
 18 a monitoring program with the proper training and proper  
 19 documentation in the next six years to protect the  
 20 entities involved in this situation, and I believe we  
 21 should work towards that goal of setting up the  
 22 monitoring situations, maybe for the rail route or  
 23 highways, of all hazardous waste.  
 24 That includes everything from  
 25 ammunition to the biohazard waste, anything we need,

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1 monitoring systems should be put up in the areas they  
 2 might travel. The routes are pretty well laid out. I  
 3 don't believe we are going to see the weigh stations.  
 4 I don't think Nevada will set up a  
 5 check point because they don't have the money to fund it,  
 6 and I don't believe we will have the heavy equipment and  
 7 stuff in an eight hour reach of us. If there is an  
 8 accident, if we have a monitoring system, if anything  
 9 happens, we can backtrack and start from there with proof  
 10 of what happened.  
 11 That's one of the things I want  
 12 talked about in the scoping meetings.  
 13 MS. SWEENEY: I am Robin Sweeney. Anything  
 14 else?  
 15 MR. GILLUM: I have heard a lot of good  
 16 talk, but Chris kept me very informed, and George is  
 17 doing a very good job communicating to us in situations.  
 18 I would like to see an ordinance instituted in Esmerelda  
 19 County for some very heavy fines of an accident related  
 20 to hazardous waste.  
 21 We are going to try to institute  
 22 ordinances which include procedures, environmental  
 23 protection in our County laws. No one else has done  
 24 this, no where that I know of. We will try to institute  
 25 that. So many things coming here like this after a day

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1 of meetings, it's hard to remember anything.  
 2 MRS. GILLUM: The problem is, everything  
 3 will be coming here. If you look at all this, it's  
 4 coming around here.  
 5 MS. SWEENEY: We are protected, though.  
 6 MRS. GILLUM: Basically, Beatty will catch  
 7 it. We all through here, we will catch it.  
 8 THE COMMENTOR: We have some people who  
 9 would rather see a new highway. They are not going to  
 10 fund a new highway. They might if they have a good  
 11 project. They have to have a reason for a new highway.  
 12 MS. SWEENEY: We are not waiting until we  
 13 have a big accident before we have a new highway. We  
 14 need to act now and prevent anything happening, rather  
 15 than handing it down, because we don't want to wait that  
 16 long.  
 17 THE COMMENTOR: Once you have an accident,  
 18 you will never be again in the position of trust you are  
 19 in. This is a very important, respectful position to be  
 20 in with the three counties you are working with and the  
 21 rest of the State are looking down hard on us, not  
 22 looking at giving us any special favors.  
 23 We are all by ourselves here. If  
 24 they cared about us in the beginning, we would be  
 25 offering this to the nuclear; we wouldn't be offering

6 (Pages 21 to 24)

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1 this, because they have let us here to die, unfunded  
2 things to death, took our funding, trying to get us to  
3 raise taxes and all the things we didn't come here to do.

4 We came here to live peaceable lives,  
5 self determination lives. They keep trying to take it  
6 away. We have to invent our own method of fighting back.  
7 You do understand what's going on in Nevada. It's a  
8 north south complex. Clark County wants to run this into  
9 the State. Tahoe wants to run that into the State.  
10 That's what Clark wants them to do.

11 In doing so, I honestly believe that  
12 Clark County will not be happy until they have absorbed  
13 all the water they can, all the finances from the test  
14 site they can, and running, basically, running the whole  
15 show. In this end of the County, the rural areas, they  
16 don't care about us. They don't want to work with us or  
17 hand us anything. Gaming rules. Face the facts.

18 There is not enough interest to  
19 sustain this. They are not promoting industry. We are  
20 in the service age, not production. Manufacturing is  
21 out, and the future is quite clear. If you know where  
22 we are headed, triple digit inflation, government is  
23 printing money, outrageous amounts of money to pay bills,  
24 and they do it through grants.

25 They institute money into the grants

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1 can help rural Nevada, when we get mining influxes, three  
2 four, years, it goes to eight percent in the community.  
3 Financially, if the rail were to come through and kept  
4 their promises, do what they say they will do, we can  
5 have work camps, supplies brought in, them living here,  
6 two year project, it will help the influx of the economy  
7 what will help more is the Department of Energy, the  
8 engineering firms putting people to work.

9 Look, we need new wildlife management  
10 in Goldfield. It's tax dollars, but it's drawing freedom  
11 of press. A person bright, like yourself, if they put  
12 them here, pick on the children, like they have George,  
13 they would be more beneficial to us than anything else.  
14 The problem with people is they are suspicious and  
15 apprehensive. Sure they are going to. They are not  
16 giving us the railroad, or they don't trust you enough to  
17 say you are going to put it in. They are apprehensive  
18 for the fact you will not.

19 This is another diversion to come in  
20 here and take advantage of us in rural areas. How would  
21 we do it? We have a giant land grab by the register of  
22 water wells. They will forget to keep who is in control.  
23 Federal government already has 93 percent. They  
24 reclaimed their own land. They can't use anything.  
25 People are scared to death of what's going on.

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1 and the fields. They do it like it's free. It's not  
2 free. It will cost you in your bread, a dollar more.  
3 America, north and south, are no different, and we out  
4 here, I am not saying we want more or less, but we want  
5 them to be fair with us. We have unfair representation  
6 in the senate, also in the legislature.

7 We have absolutely no one but two  
8 people that I can name in the two areas that will help  
9 us. I agree. Masses control and money talks.

10 MRS. GILLUM: Doesn't matter, we still  
11 occupy Nevada land, and that is our most important asset.

12 MR. GILLUM: What little we have, we are  
13 going to take care of it ourselves the best we can and  
14 let the DOE help us, we hope.

15 MRS. GILLUM: I am Rita Gillum. I am on  
16 the School Board, and I am interested in the realignment  
17 of the rail line, rather than over, over here in the area  
18 that has mining properties, that rather than moving, move  
19 it west of Goldfield, so that we can freeze it up. In  
20 other words, so mining can happen over there, and that  
21 would bring opportunities for families to work, which in  
22 turn would bring children into the schools and that's  
23 what I want is to bring children and students into the  
24 school so we can continue to operate and survive.

25 MR. GILLUM: One of the biggest helps that

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1 We are not getting enough insurance.

2 That scares me. Because the cattlemen are upset. Clark  
3 County needs water like you ain't never seen. Lake Mead  
4 is 70 percent. They got no place to. Go they are  
5 tapping on Lincoln --

6 MRS. GILLUM: And White Pine, too. They  
7 will be coming after us.

8 MR. GILLUM: I have an answer to the water  
9 problem. If you want this in, you can.

10 MS. SWEENEY: Put it in.

11 MR. GILLUM: Put 2,000,000 people to work,  
12 State of Massachusetts, draw a straight line to  
13 Goldfield, Nevada. If you don't like that --

14 MRS. GILLUM: Go down the Columbia.

15 MR. GILLUM: Eight foot pipeline from there  
16 to here. When you get here to the Colorado River to the  
17 damn, pipe up to Van Couver and another town to Mexico to  
18 get rid of the sewer. You share this water at a penny at  
19 gallon.

20 All the men and women get to work.  
21 Kids go to school. Everybody gets rich. We all have  
22 water. Nobody is that smart. They threw away 60 inches  
23 of water a year, 29 gallons per cubic acre wasted.

24 MRS. GILLUM: No, no, went into the  
25 observation.

7 (Pages 25 to 28)

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1 MR. GILLUM: Wait until the Greeners get  
2 this one.  
3 MRS. GILLUM: We are saying, if we take the  
4 waste from back east, let's take the water, too. Let's  
5 trade.  
6 MR. GILLUM: Trade radiation for water.  
7 Think about it, kids.  
8 MRS. GILLUM: We have land; you have water;  
9 we need it. We don't need it here. They need it there.  
10 (OFF THE RECORD. RETURN AT 05:54 P.M.)  
11 MR. GILLUM: You take all the loads that  
12 are going to Iraq, for instance, out of Hawthorne, would  
13 be mortars and bombs, and then they will ship them over.  
14 I will tie it into the railroad. They will truck  
15 everything out of there.  
16 We have had two truck loads blow up  
17 in this County in the last ten years. Rail would have  
18 been a much better way to ship that to San Francisco or  
19 Houston, wherever it is.  
20 This is going on with ammunition and  
21 bomb crates, and we could ship not only the governments  
22 resources on the rail under private enterprise, but  
23 private enterprise has a loot of things, cargo  
24 containers, coming in from San Francisco continuously.  
25 They can't up come through the upper

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1 route, the upper and lower routes are full to the  
2 maximum. A Sinthro (phonetic) line between the two could  
3 offset pressure of the rail lines on the north of the  
4 United States, plus, gain entry to the new area where  
5 they don't have access.  
6 This state has mining interest,  
7 gypsum, borax, 20 minerals. The ship produces could be  
8 shipped out on rail, let alone the production, and  
9 manufactured shipped out the rail will be the key of  
10 starting new manufacturing enterprises in the state.  
11 If they put it in, play it right and  
12 put it where it belongs, nothing would influence the  
13 United States better than a railroad connecting upper to  
14 lower, northern to southern states, as far as I know  
15 there are no such rail lines in this end of the country  
16 that work that way.  
17 We could enhance and bring in more  
18 businesses, more enterprises, more free enterprises, if  
19 the accessibility to the rail is perfect, which it is  
20 not, the only way to ever find out is to use a dual  
21 purpose rail line, one load a day for nuclear, and also  
22 enhancing the railroad's other uses.  
23 If there is a problem with the  
24 terrorist threat, they wouldn't be as easy a target,  
25 because they wouldn't know which shipment was being used

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1 at which time of the day. Am I clear? If you ship once  
2 a day, it's easy for a terrorist. If it's five times a  
3 day, you never know, especially if you mix up the loads.  
4 MRS. GILLUM: I think it would be really a  
5 good idea to bring the existing rail line down from  
6 Hawthorne, straight on down, and there are abandoned  
7 railroad beds in the area here between Hawthorne and  
8 Goldfield. If you could bring that line down into the  
9 one proposed through Goldfield, Scotty's Junction,  
10 Beatty, and later you could bring that on to Las Vegas,  
11 and you could have a passenger line which would bring  
12 passengers, supplies, commercial, whatever.  
13 You would have that rail bed there  
14 and enrich the lives of the rural people that live in the  
15 areas with the rail. Going back to his comments about  
16 having a specific rail line just for the waste --  
17 MR. GILLUM: It's stupid. You can say  
18 that. It's a stupid idea.  
19 MRS. GILLUM: It's not a good idea.  
20 MR. GILLUM: Bad plan.  
21 MRS. GILLUM: I think this is better. This  
22 is good.  
23 MR. GILLUM: Reason Mineral County is  
24 broke, another good reason, anywhere in the state up  
25 there, manufacturing state, plus taxes, if they build it

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1 for the one rail, I can't see that kind of insensitivity  
2 and not understanding you are doing this for the good of  
3 the United States, and eventually it will be the good of  
4 other countries. They have as much to get rid of as we  
5 do.  
6 MRS. GILLUM: Because we live on the  
7 highway, we know how many people, how much traffic comes  
8 through here. Most are headed to Reno, Carson City,  
9 points west, Sacramento, San Francisco. They use this  
10 highway 95 a lot. It is used a lot.  
11 If you had a rail line, how many  
12 people would use the rail line as an alternate means of  
13 getting from Las Vegas to Sacramento or even a high speed  
14 rail line. Freight --  
15 MR. GILLUM: Freight won't work for high  
16 speed.  
17 MRS. GILLUM: I don't know about that.  
18 MR. GILLUM: Amtrak does it.  
19 MRS. GILLUM: It's just an idea. This road  
20 is used a lot, and it could extend on in to Las Vegas.  
21 Tell the gaming people down in Las Vegas, this is a new  
22 venue. The people won't like that, the gaming people in  
23 Reno won't like it, but you could extend the line into  
24 Las Vegas.  
25 MR. GILLUM: People coming over, junket

8 (Pages 29 to 32)

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1 tours, we have separate terrorist protection. These  
2 people would eat it up.

3 MRS. GILLUM: Because it's used, so much it  
4 could be used for. There is so many possibilities, and  
5 if you are starting out, instead of closed-minded, be  
6 open-minded.

7 MR. GILLUM: Where will they get the 80  
8 billion dollars to build the railroad? They will print  
9 it. I forgot.

10 MRS. GILLUM: These people up here won't,  
11 but that would open up customers for Las Vegas, it would.  
12 They don't see that.

13 (OFF THE RECORD. RETURN AT 07:11 P.M.)

14 MS. SWEENEY: I am Robin Sweeney.

15 MR. BRADSHAW: Albert M. Bradshaw, IV, from  
16 Tonopah, Nevada, hometown guy, lived there all my life,  
17 except for a year. First question is, what is the DOE  
18 going to do about the infringement of the personal  
19 property rights occurring in Railroad Valley and some of  
20 the infringed water rights that are going to be water  
21 rights that belong to having the railway go over, depends  
22 how they use their water rights, how they get arranged  
23 around infringing on that.

24 What have you done, these meetings  
25 for all the towns that are going to have the waste coming

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1 through, to get to the Caliente Rail, to get to Caliente  
2 Railhead, have they considered reopening the options of  
3 using the Carlin Railroad? Is that entirely closed?  
4 Have we looked at that?

5 MS. SWEENEY: Those are all good questions.  
6 We don't have all the answers to them, whether now, maybe  
7 later we will, while we look at the rest of the evidence.  
8 When we decide on the scope of the environmental impact  
9 statement.

10 Anything else?

11 MR. BRADSHAW: I heard something that the  
12 Carlin Railroad was taken off as an option because there  
13 was too much personal property they had to go through,  
14 too much personal property infringing, on what?

15 (OFF THE RECORD AT 07:14 P.M.)

16 \* \* \* \* \*

17 (END OF PROCEEDINGS.)

18  
19 ATTEST: FULL, TRUE, AND ACCURATE TRANSCRIPT OF  
20 PROCEEDINGS.

21  
22 KRIS MOORE, CCR 273

23  
24  
25

9 (Pages 33 to 34)